PRINCESS PIQUE IN FORM.

Noted Trotter Holds Ner Own With Fast

Rivals on Speedway.

Warm weather yesterday morning did not cause any abatement of interest in the

sport on the Speedway. The dead heat one week ago between the noted trotters Ida

Highwood, 2:09% and Princess Pique, 2:11%, led the public to expect another meeting

between the two mares yesterday, and this proved to be true. As a matter of fact the

Princess was sent against both Malacca and

Ida Highwood, and she succeeded in getting

Mr. Straus sat behind Malacca when he reached the drive and in the first start against

with all sails set. It was a merry clip and it kept Princess Pique in second place until well toward the finish, where the black mare im-

proved her position and won by half a length.

The Princess made a break soon after getting

away for the second heat and Malacca jogged

Ida Highwood the crowd saw the best finish

of the morning. Princess Pique seemed to have just nicely warmed to the work for

she trotted her best heat of the day. It was practically a drawn battle from the

start, with Ida Highwood in front at the finish

by a head. The daughter of Highwood was

unsteady in the second brush and Princess

The sport opened with a brush between

the pacers Fred W, 2:081/2 and Sampson,

2:08%. Alexander Frankenstein driving the former and Thomas Leahey the latter. Fred

W. won. In the return brush Fred W made

won a good brush from George Huber's bay

pacer Harry Van. 2:21. Charles Weiland sent the pacer Mustard, 2:081, to make the next brush three cornered and he finished in front of both. Then Mustard beat Fred

Building Commissioner Isaac A. Hopper,

driving the pacer Bessie Reid, and Col. W. C.

Greene, with the big pacer Cobre Grande,

had a ding-dong brush, Bessie Reid winning by half a length. In the return brush Cobre

Grande finished in front. Cobre Grande won

Norman G., and repeated it in commanding

Billy Palmer, 2 25%, met L. E. Levy's chest-

nut pacer Pavillia, and the two finished

2 15%. After King Tom had finished behind Lady Direct he had a keen tilt with T. J.

Sullivan, who was warming Ida Highwood for Mr. Straus. It was nip and tuck, but the little

James A. Murphy has returned to the city

with his stable of pacers and yesterday he

drove for the first time. Don Derby, 2:04% looks to be in grand condition and the ap-

plause was generous when the king of Speed-way pacers appeared. When Mr. Murphy

took the reins behind Free Advice, 2:10%, Charles Weiland sent Mustard, 2:08%, to

tackle the newcomer. Free Advice can get a way at running horse speed and when the

quarter mile post was reached Mr. Weiland

decided there was little prospect of glory in riding behind, so he took Mustard over

to the slow division at the curb.

As usual the pacing division filled in a good

share of the program. Tillie D., 2:19%, won a splendid brush from Peter H., 2:26%, driver

by A. R. Meyer. David Muscovite, 2:17%, driven by B. T. Hinds, finished in front of

A. G. Vermilyea's Carrie C. Then David Muscovite won one of the best brushes of

his Speedway career, beating Christopher Hackett's King Tom, 2:19%, in a splendid

Hackett's King Tom, 2:19%, in a splendid finish.

The Grand Circuit trotter James Shevlin, 2:13%, was in good form. He finished in front of Bonnie Betsy, 2:20%, driven by W. J. Kinney, and the bay trotter Brightlight, 2:19%, driven by Stewart Barr. B. Lloyd's black trotter Curtain and Drilearten's bay trotter Dicker had a rpirited tiit, the former getting away in front and holding the place to the finish. W. C. Floyd Jones drove his team, King Chimes, 2:10%, and Gov. Holt, 2:15, against time, as there was no competitor present. Half a dozen watches caught the quarter mile in 0:32%, a 2:10 gait.

The sport was in full swing when Edward W. Gardner, driving the brown mare Geisha Girl, turned for a brush. Geisha Girl was so anxious to get away that she swerved and brought the wagon in collision with a family trap going in the same direction. The frail road wagon quickly went over and Mr. Gardner and his mother were thrown in the roadway.

roadway. Geisha Girl made the most of the oppor-

trotting queen finished in front.

Lady Direct, 2.15%, driven by Percy Gill,

Ben Lichtenburg, driving the pacer

the chestnut pacer Audubon Belle third. Belle in turn won a good brush from L. E.

When Mr. Straus took the reins behind

an even break with each horse.

in an easy winner.

W. single handed.

Levy's pacer Pavillia.

lapped.

About 1,233 Miles of Track to Be La'd the Various Islands-Bids, Will Be Beceived Only From Citizens of the United States or of the Philippines.

Washington, June 11 .- The plans and specifications of the system of railways which the Philippines Government proposes to have constructed in the archipelago have been made public in a prospectus just issued by Secretary of War Taft through the Bureau of Insular Affairs. The scheme involves the construction of approximately 1,233 miles of railway in the various islands of the Philippines roup. The motive power may be either steam or electricity, as the Philippines Government, which will have entire control of the handling of bids and the granting of the concessions, may

When the lines proposed are constructed, the very richest parts of the Philippines group will be brought close to the seaboard, and it is confidently predicted that with the opening of the various lines the islands will develop with great rapidity, and soon be of immense value to the United States.

The passage of the Cooper act on Feb. 6 makes it possible for the Philippines Commission to guarantee not more than 4 per cent, interest on the bonds of the concessionaires for a period not to exceed thirty years. Bids will be received only from individual citizens or copartnerships of the United States or of the Philippines, or from railroad corporations duly organized and existing under the laws of a State, the United States Government or that of the

The prospectus announces that all bids must be either in the hands of the Philippines Government at Manila or at the offices of the Bureau of Insular Affairs at 9 A. M. on Nov. 1 next. Bids will be accepted for the system as an entirety or for the four proposed lines in the Island of Luzon, which are perhaps more important at this time than any of the other proposed lines.

Philippines.

Proposals or bids, it is stipulated in the prospectus, must be accompanied by a check for \$500,000 if a bid is made on the whole system, \$250,000 in respect to the lines in Luzon, \$250,000 for the remaining lines and \$100,000 in respect of each line not by the bid included in either of the speci-

There is now one line of railway in the Philippines, reaching from Manila to Dagupan. It is operated by an English syndicate, although Americans hold the greater part of the stock. Under the provisions made the grantee of the lines connecting with this may own or acquire the necting with this may own or acquire the

risting system.

The bids and proposals will be acted on after the Philippines Government has considered the proposals on the following

The lines of railway and mileage thereof which the bidder will construct, equip, maintain and operate without any guarantee.

The rate of interest to be guaranteed on the bonds, which may not exceed 4 per cent, the bidder to state what, if any, less rate he will accept.

the bidder to state what, if any, less rate he will accept.

The duration of such guarantee, which may not exceed thirty years, the bidder to state what time, if any, less than thirty years be will accept as the duration of the guaranty. What percentage less than 95 per cent, of the cost of construction, the prescribed limit, the bidder will accept as the amount for which such first lien interest guaranteed bonds shall be issued.

Alternative proposals involving all, either of any combination of the foregoing points of competition are invited and will be considered.

To the island of Luzon, the largest of the group, is apportiond the greatest mileage, included in four lines of railway, the age, included in four lines of railway, the longest bein; 260 miles, running from Dagupan, or some point between that place and Cabanatuan, up through the valley of the Cagayan River to Aparri, traversing the very center of the island to its northernmost parts Along the west coast another line is planned to run from Dagupan to Laog. In all, Luzon is to have 833 miles of new road, Panay 100 miles, Negros 100 miles, Cebu 95 miles, Leyte 55 miles and Samar 50 miles.

It is required that surveys be begun within sixty days after demand from the Governor General. The grantee must, after the final route is planned, complete and put in operation within eighteen months 200 miles of road and 200 miles more each

and put in operation within eighteen montrs 200 miles of road and 200 miles more each successive year, as far as the system as a whole, or the Luzon portion of it, is concerned. The grantee of any lesser part must construct 100 miles a year until completion is reached.

rletion is reached.

The roads are to be exempt from all taxation and in lieu thereof the Philippines Government shall be paid an amount equal to one-half of 1 per cent. of the gross earnings for thirty years, 1½ per cent. for fifty years thereif er, and subsequently the amount shall be fixed by the Philippines Government.

VENEZUELA ASPHALT DISPUTE. Decision of the Court of Cassation Re-

garded as Showing a Denial of Justice. WASHINGTON. June 11. Copies of the opinion rendered on May 20 by President Arnal of the Venezuelan Federal Court of Cassation, annulling the concession of the New York and Bermudez Asphalt Company and granting judgment to the Venezuelan Government for damages sustained during the Matos revolution, to which the asphalt company is alleged to have been a party, have reached Washington and are now being carefully studied by the law officers of the State Department. It is known that the decision is regarded here as showing a

denial of justice. The asphalt company has taken an appeal from President Arnal's decision to the entire membership of the Federal Court of Cassation. The attitude of the United States Government toward Venezuela deends almost entirely on the decision of the full Court. It is expected that this will not be for some weeks, but Government officers here are certain that the court will confirm the decision recently made by its president. It is certain that no action will be taken until Congress convenes, unless relations between the United States and Venezuela become intolerable. The probable course of this Government will be

probable course of this Government will be renewed demands on President Castro for arbitration of the asphalt and the other questions which are pending.

Government officers say there is no doubt in their minds that there have been continued denials of justice in the Venezuelan courts. The belief that such has been the case, it is maintained, has been well established for months, and has been further substantiated by the record of the recent decision. The detailed reports of all of the decisions made with reference to the asphalt company, from the very beginning, are in the State Department, together with many petitions for justice from the attorneys of the asphalt company.

W. Russell the search of the sphalt company.

rom the atterney.

W. W. Russell, the new Minister to Venezuela; will leave Washington within a week or two for Caracas. He will first see President Roosevelt and from him he will receive his instructions as to the method of his dealings with Castro. Minister Russell has a very delicate situation to handle, of his dealings with Castro. Minister Russell has a very delicate situation to handle, and if he brings about an amicable adjustment of the differences he will have scored a diplomatic triumph of consequence, which will work to his benefit in the diplomatic service.

LIVE TOPICS ABOUT TOWN.

In the height of the rush hour at Coney Island last Sunday night a young woman of athletic frame and tanned complexion stepped up to the man who rents ponies at

"I want a horse," she said. "Sorry, miss, but the sidesaddles are all out now," said the boss.

"Who wants a sidesaddle?" retorted the young woman. "I never rode sidewise in my life."

young woman. "I never rode sidewise in my life."

"Well, you don't ride straddle here," said the pony man.

There was a pony standing unhitched on one side of the enclosure. With a bound so quick and neat that she showed only a flash of white skirt the young woman vaulted to the back of the horse and was away before the pony man could get his breath. She rode at racing speed three times round the enclosure and drew up finally before the redhot boss.

"Keep the change," she said, holding out

the redhot boss.

"Keep the change," she said, holding out a new silver dollar, "and the next time you rent a horse to a girlfrom Routt county, Col., don't talk about sidesaddles!"

"The secret of health in hot weather and of immunity from heat prostration lies more in exercise than in any other one thing," said a physician. "Many men thing," said a physician. "Many men who do indoor gymnastics all winter drop their exercise in hot weather, the time when they need most to keep up their condition. Exercise briskly a quarter of an hour every morning, bathe while your pores are still open, and if there's nothing organic the matter with you there is no reason for you to fear midsummer in New York.

reason for you to fear midsummer in New York.

"Pay especial attention to the muscles over your stomach and abdomen. Their condition has a tremendous influence on general health—especially in hot weather."

First floor flats uptown are in great demand among young lawyers, some of whom have not yet attained the dignity of an office of their own. They hang out shingle just as a doctor does and pick up considerable business. Some signs give the hours between which consultation may be had.

"I'd like to know who has charge of the grass plots in the middle of Broadway between Columbus Circle and Sherman Square," said a man who likes to see things Square, "said a man who likes to see things look shipshape. "He certainly needs a wigging. The grass hasn't been cut this spring and bits of paper and other refuse are scattered all over. It's a shame that these little plots, which add so much to that part of Broadway, can't be attended to properly. Above Sixty-fifth street they are kept in order." are kept in order."

Marshall P. Wilder betraved more familiarity with the genus equus than he has with the genus automobile in Fifth avenue the other morning. He was driv ing a devil wagon down the aven e at a pretty fair clip and the course he was steering was somewhat eccentric. An aged steering was somewhat eccentric. An aged whitewings, brushing, as is the custom of whitewings, until the last moment, stepped from in front of a Fifth avenue stage some thirty feet in front of the automobile. Wilder gave one despairing glance at the maze of levers and then twitched the steering wheel so that he whirled safely past the whitewings, but he convulsed the crowd by calling loudly: "Whoa! Whoa!" The auto refused to obey his verbal commands, and he was seen to change places with his driver as he disappeared down the avenue.

A man of the name of Sinclair, who went to a college in Toronto, Canada, was promptly nicknamed "Sin" by his college matee. His brother came for his technical education to a New York institution. He was nicknamed "Saint." The Canadian brother says that his cognomen is the preferable of the two, and the "Saint" agrees with him.

The Philippines Government will exercise its discretion in determining whether the bidder is competent to full the contracts, and, accordingly, each bidder must state the facilities he has for carrying on the construction of the various lines of the grantee. The Philippines Government likewise reserves the right to put up at least four lines of telegraph in the railway right of way. All lines will be military and post roads.

To the island of Luzon, the largest of the institutions are just ordinary New Yorkers, in spite of its name.

seek game goes on." said a tenant in the Equitable's big building at 120 Broadway the other day, "if the future is to be governed by the past. "I haven't paid a cent since the row started. Before all of rent since the row started. Details at those things began to come out in the news-papers the rent collector came regularly, but I know a lot of tenants who have teen saving the interest on their rent money.

It does not cost the keepers of autoof them get all the help they want for nothing. Some garage proprietors even con-duct schools in their establishments where they teach would-be automobile drivers they teach would-to automothe drivers all about the different makes of machines and charge them for the schooling. While the teaching is in progress the scholar is working and paying for his learning at the

In a patent case up for hearing last week witness was proposed as an expert in the particular branch of inventive industry involved. On cross-examination it was sought to dislodge the witness from his position of expert. He had testified to graduation from Dartmouth. Beginning from that fact, the cross-examiner asked the witness what particular studies from that fact, the cross-examiner asked the witness what particular studies he had pursued at Dartmouth which would enable him to qualify as an expert. "Physics," said the witness. "Yes, that counts for something," was the rejoinder, "and what else?" "And chemistry," replied the witness. "And chemistry," continued the cross-examiner, "and what else?" "And Paley's Evidences," was the triumphant reply which shut off all further questioning along this line. ioning along this line.

The only real Mexican restaurant in New York has gone out of business. The proprietor, a cook from the City of Mexico, started his place last fall, but New Yorkers didn't seem to take to the redhot dishes and queer sauces, and his business faded away to the vanishing point. The Spanish restaurants serve tamales, chile con carne and a few other distinctively Mexican dishes, but a real redhot Mexican dinner, with tortillas instead of forks and frijoles

tortillas instead of forks and frijoles with every course, cannot be bought between the Battery and Yonkers. Mexican cooking is an acquired taste. An American who sampled a dinner last winter at the only Mexican place said to his host:

"I'll be frank with you, Jones. I've eaten in lumber camps, in the hold of Gloucester fishermen and in Bowery beaneries, but you have had the honor of feeding me positively the worst meal I ever ate or ever expect to eat."

THE . POCKET . BOOKS HUMOR **MYSTERY** ADVENTURE Five Volumes now Ready Price 75c. each, bound in cloth HAROLD MAC GRATH'S The Princess Elopes
A novel as brilliant as sunlight.

Enchantment
Piquant. original, unexpected in outcome. ANNA KATHARINE GREEN'S The Amethyst Box | The House in the Mist A daring story of a New- A fine detective story. LLOYD OSBOURNE'S The Motormaniacs The vog e of the motor car, fellof novel and ingenious fun. The Bobbs-Merrill Company, Publishers. At all bookstores. Going Faster A Novel by Harold MacGrath **Every Day** Sparkling The Reigning With Fun and Success Adventure

NEW APPRENTICE RULES. Lithographers' League Sets Out to Raise

PUBLICATIONS

the Standard of the Trade. The announcement was made yesterday by the officers of the Lithographic Artists, Engravers and Designers' League of America, which closed its annual convention in this city last week, that it had made an agreement with the employing lithographers to raise the standard of the trade in this country by forming an apprenticeship

board.

The highest class of lithographic work is now done in Europe, but it is hoped that under the new scheme this country can produce men capable of doing any grade of work. The board will be composed of employers and employees. Boys who desire to become apprentices will be tested as to their ability, will be put on probation for six months and will then be examined again. If then they show real ability they will become full apprentices. Chairman will become full apprentices. Chairman William Miller of the press committee of the convention said last evening:

"One important feature of our plan is at boys who want to be artists or designers will have to study at art schools before they seek admission as apprentices. Nearly every boy can learn to make some kind of drawing in a mechanical way, but want only those who have artistic

mobile garages much for help; in fact most A. F. OF L. BOARD IN SESSION. Pique won in hand. Meeting in Scranton in the Hope of Arous-

ing the Anthracite Miners. SCRANTON, Pa., June 11 .- The executive board of the American Federation of Labor arrived in this city at 1 o'clock this morning for a week's discussion of matters of importance to the organization. The executive board members here are President Samuel Gompers, Secretary Frank Morrison, Treasurer John B. Lennon, James Duncan, John Mitchell of the United Mine Workers, James O'Connell, May Morris, Thomas I.

Kidd, D. A. Hayes, Daniel J. Keefe and William J. Spencer. Late as the hour was the board was met at the train by a committee of the Central Labor Union, and escorted to their hotel. This afternoon they were treated to an automobile ride over the famous Elmhurst Boulevard with a cinner at the Shieble Hotel. Returning to the city this evening, hey were guests at a reception tendered by labor organizations.

One of the objects of holding the session

here at this time is to enthuse the United Mine Workers and build up the organization so that it will be strong when it deals with the operators next year. Gompers and Mitchell are to address a number of mass meetings of miners.

Rallway Telegraphers Threaten Strike. St. Paul, June 11.-Railway telegraphers employed by the Great Northern and Northern Pacific Railroads will declare a strike ern facine rainroads win declars a strike unless concessions are granted at a conference to be held in St. Paul this week between representatives of the roads and H. R. Perham, national president of the Railway Telegraphers. The men have declared for an advance in salary and for extra pay for Sunday and all work more than ten hours a day.

than ten hours a day. Thrown on Park Bridle Path. Charles Grassman, who is living at the Hotel Breslin, was thrown from his horse on the East Drive in Central Park yester-day morning. His left elbow was fractured and he was taken to the Presbyterian Hos-pital unconscious.

There are gins and gins. The best to date is EL-BART Dry Gin. It's clean.

Look for the flag



Sold Only in Class. Large & Small Bottles

York to East Buffalo, 436½ miles, in 407% minutes. This time included 4 stops and 28 slow-downs running through towns and cities.

For a copy of "America's Summer Resorts," which is No. 3 of the New York Central's "Four-Track Series," containing a map of the territory from Denver to New York, Boston, Montreal and Bar Harbor inclusive, send a two cent stamp to George H. Daniels, General Passenger Agent, Grand Central Station, New York. Leading Brands of

> HAVANA CIGARS From the Independent

Regular Summer Change of Time

New York Central Lines.

rake effect at 12.01 A. M., Sunday, June 18th, 1905.

Some of the changes will be as follows:

saving two hours and thirty-two minutes.

Minneapolis in 32 hours, from New York.

now, at 9.30 the next morning,

tance record of the world.

of 2.30 P. M.

The summer schedule of the New York Central Lines will

The Fast Mail will reach New York at 9.17 instead of 10.00

The Second Empire will leave New York at 1.57 instead

The Southwestern Limited will leave New York at 2.04

The Twentieth Century Limited will leave New York at 3.30

instead of 1.00 P. M., reaching St. Louis at 5.00 P. M. next day,

instead of 2.45 P. M., arriving in Chicago at 8.30 the next morn-

ing, instead of 9.45. Returning, this train will leave Chicago at 2.30 instead of 12.30 P. M., and reach New York the same as

Making the Time Between

This is simply applying on the Lake Shore, between Buffalo and Chicago, the time the Empire State Express has been mak-

ing from New York to Buffalo on the New York Central for

fourteen years, viz., 440 miles in eight hours and fifteen min-

utes, and retains for the New York Central Lines the long dis-

reach Milwaukee in 201/2 hours, St. Paul in 311/2 hours, and

time from New York to Denver will be 521/2 hours; to San Fran-

cisco, Los Angeles, Portland or Tacoma, 4 days, and to Seattle

It may be interesting to note that the running of fast trains by the New York Central Lines is quite an old story now.

In 1893, twelve years ago, the New York Central and Lake Shore, for the 180 days of the World's Fair at Chicago, ran their "Exposition Flyer" between New York and Chicago in 20 hours, and for the past three years the Twentieth Century Limited has performed the same service to the country, saving for our busy man practically a day in the journey between the two great cities of the continent; and for fourteen years the New York Central has had in service its Empire State Express, the most famous passenger train in the world, and the fastest train for its distance.

In 1891 the New York Central ran an experimental train from New York to East Buffalo, 438 is miles, in 407% minutes. This time included

The Twentieth Century Limited will enable its patrons to

By the New York Central Lines and their connections, the

It may be interesting to note that the running of fast trains by the

New York and Chicago 18 Hours.

Factories of Cuba

Por Larrañaga La Diligencia Rey del Mundo La Devesa Partagas y Co. Redencion Belinda H. Upmann Romeo y Julieta Punch

All of the above brands are manufactured under the personal supervision of the men who for years have made Havana Cigars famous.

tunity for a run and she soon cleared herself from the wagon and headed for home with one shaft swinging as a menace to anything she met. Mounted Patrolman Murphy took up the chase and after a hard ride he caught the reins and guided the horse through the crowd until all danger of collision was over. Then he brought her to a stop.

Among the best winners of the day was C. H. Lott with the bay trotter Sprightly. The show ring trotter beat the pacer Lancer, driven by Isaac Samuelson, and also finished in front of Euchre Prize, driven by L. Fraissenett. Then Sprightly beat the bay trotter King Jack, 2:13½, driven by Alfred Mayer. In this brush George Maurer started his pacing team John and Wilson, and he finished in front. Sprightly beat the bay trotter Strangeleaf, driven by Dr. De Ronde, in the next brush, and this time the pacing team finished third.

James Rozell's chestnut trotter Damiana, 2:22½, was a good winner. Among others he defeated L. Fraissenett's black trotter Euchre Prize. Two closely matched trotters were Kitty and The Jap. Kitty won the first brush, but Mr. Hanley hustled The Jap so persistently that he nut the second and third to 14 cr dit, ea h by a head or ly.

A finish that enthused the crowd brought four horses all heads apart. Charles Ullrich, driving the black pacer Ammond; James Kennedy, with N. T. B. 2:214 George Maurer, behind John and Wilson, and Mr. Hanley, with The Jap, made up the field. Half way down the stretch all were bunched and then the whips began to crack. Ammond nipped N. T. B. on the post and beat him out by

a good brush from the pacer Bessie Duffy, with "Thomas Lynch drove the chestnut trotter Billy Cleveland to several good victories. He finished in front of Max Simon's bay trotter down the stretch all were bunched and then the whips began to crack. Ammond nipped N. T. B. on the post and beat him out by was the best winner in the pacing division. She defeated Fred W., 2.08½; King Tom, 2.10¾, and Andrew Phillips's trotter Hilgar.

Hollow Spars for the Britomarte. A hollow mast and full set of hollow spars nade by the Fraser Company have been hipped to England for the Britomarte, the fifty-two rater, designed by Alfred Mylne. The Britomarte is the boat British yachtsmen hope will beat the Herreshoff boat Sonya.

Your Druggist or Wine Merchant can supply ondonderry (12 } Galle., Still. 84.75 50 Qts., Sparkling, 8.00 Cases 100 Pints

SIGHTS WRECKAGE OF STEAMER May Be From the Bannockburn, Which Disappeared in Lake Superior.

100 Splits

11.00

9.00

DULUTH, Minn., June 11 .- Capt. Frank Price of the Steamer Crescent City has notified the local hydrographic office that on June 7 he discovered about fifteen miles west of Whitefish Point the floating deck and cabin of a steamer. The deck was painted blue and the blinds of the windows

painted blue and the blinds of the windows of the cabin were pink.

Although he ran his steamer close to the wreck, Capt. Price failed to discover a name. Capt. Henrich of the Hydrographic Office believes the wreckage may be from the Canadian steamer Bannockburn, which have superior in November 1 and 1 an disappeared in lake Superior in November 1902.

It's the Easiest Thing in the World

to Quickly Relieve and Speedily Cure

CONSTIPATION

Buy a bottle to-day of the only reliable Natural Mineral Water Laxative, HUNYADI JANOS, and drink half a tumblerful, on arising, before breakfast; within an hour you will have a free and pleasant relief. No griping, no purging, but just gentle RELIEF. Keep the balance, it never loses its virtue, and have it always ready for use. One bottle contains many doses, one dose affords relief. Always reliable, clear as crystal, changeless and odorless. Bottled in Hungary - used the world over. Ask distinctly for

Hunyadi János

POST OFFICE NOTICE. POST OFFICE NOTICE.

(Should be read DALLY by all interested, as changes may occur at any time.)

Foreign mais for the week ending June 17, 1205. Will close (PRONFULY in all cases) at the General Post Office as follows: REGISTERED AND PARCELS-POST MAILS close at the General Post Office one hour conter than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. June 12 and 21.

Parcels-Post Mails for Gertal Britain and Ireland are despatched by the White Star Line on Wednesdays and by the American Line on Saturdays. An additional despatch is inside by the Cunard Line when a Cunard steamer sails on Saturday later than the American Line steamer the same day. The Parcels-Post mails close one hour before the regular mails. Parcels-Post Mail for BARBADOS and GREAT BRITAIN and IRELAND CANNOT be registered.

Regular and Supplementary mails close at For-eign Station (corner of West and Morton Streets) half hour later than closing time shown below, (except that Supplementary Mails for Europe, and for Central America via Colon, close one hour later at Foreign Station.)

TRANSATLANTIC MA ILS.

TUESDAY (13).—At 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Kaiser Wilhelm II., via Plymouth, Cherbourg and wineim 11., via Frymouta. Caepourg and Bremen.
WEDNESDAY (14).—At 6:30 A. M. for EUROP E. per steamship Majestic, via Queenstown and Liverpool; at 7:30 A. M. for NETHERLANDS direct (specially addressed only), per steamship Ryndam; at 6:30 A. M. for ITALY direct (specially addressed only), per steamship Liverically addressed only).

(specially addressed only), per steamship Liguria.
THURSDAY (15).—At 7 A. M. for FRANCE. SWITZERLAND. ITALY. SPAIN. PORTUGAL, TURKEY. EGYPT. GREECE and BRITISH INDIA, per steamship La Savole, via Havre also other parts of Furoppe when specially addressed for this steamer; at 10 A.M. for AZORES ISLANDS, per steamship Cretic (also Italy when specially addressed for this steamer.) (also Italy when specially addressed for this steamer.)

SATURDAY (17).—At 6 A. M. for EUROPE, per steamship St. Louis, via Plymouth and Cherbourg (including Liverpool. Scotland and Ireland when specially addressed for this steamer): at 8:30 A. M. for SCOTLAND direct (specially addressed only) per steamship Columbia; at 8:30 A. M. for BELGIUM PARCELS.

POST MAILS), per steamship Vaderland (alse regular mail for Belgium when specially addressed for this steamer): at 8:30 A. M. for ITALY direct (specially addressed only), per steamship Koenig Albert; at 11:30 A. M. (supplementary 1 P. M.) for EUROPE, per steamship Lucania, via Queenstown and Liverpool.

MAILS FOR SOUTH AND CENTRAL AMERIC A, WEST INDIES, &C.

MAILS FOR SOUTH AND CENTRAL AMERIC A.

WEST INDIES, &C.

TUESDAY (13).—At 12 M., for ARGENTINE, URU
GUAY and PARAGUAY (specially addressed
only), per steamship Bardsey.

WEDNESDAY (14).—At 4 A. M., for ARGENTINE,
URUGUAY and PARAGUAY (specially addressed
only) per steamship Burbo Bank,
at 4 A. M., for BRAZIL, per steamship Capri,
via Pernambuco, Bio Janeiro and Florianopolis (including Northern Brazil, Argentine,
Uruguay and Paraguay When specially addressed for this steamer); at 9 A. M., for MATAGUEZ (ordinary mail only) per steamship
Berwin (also ordinary mail only) per steamship
Berwin (also ordinary mail only) per steamship
Berwin (also ordinary mail only) per steamship
Berwin (also per steamship Alene
(including Cape Haitt, Port de Paix and Cartagena when specially addressed for this
steamer); at 12 M. for SANTLAGO (specially
addressed only), per seamship Clentuagos.

THURSDAY (15).—At 0:300 A. M. for ARGENTINE,
URUGUAY, and PARAGUAY, per steamship
Homeri at 9 A. M., for CUBA, YUCATAN and
CAMPECHE, per steamship Yucatan (also other
parts of Mexico when specially addressed for
this steamer); at 9:30 A. M. (supplementery
10:30 A. M.) for NICARAGUA (except East
Coast), HONDURAS (except East Coast),
SALVADOR, PANAMA, CANAL ZONE, CAUCA
DEPARTMENT OF COLOMBIA, ECUADOR,
PERU, BOLLVIA and CHILI, per steamship
Advance, via Colon (also Guatemala when
specially addressed for this steamer); at 12 M. for YUCATAN, via Progreso, per ateamship Seneca (also other parts of Mexico; via
tampico, when specially addressed for this
steamer); at 12 M. for BRAZIL, per steamship
Castilian Prince, via Pergarso, per ateamship Seneca (also other parts of Mexico; via
tampico, when specially addressed for this
steamer); at 12 M. for DRAZIL, per steamship
Castilian Prince, via Pergarso, per ateamship Seneca (also Guatamano and Santiago when specially addressed for this
steamer); at 9 A. M. for PORTO RICO, per
steamship Maracalbo (also Colombia, via
Cucaco, when specially addressed for this
steamer); a 9 A. M. for PORTO RI

NOTICE. - Five cents per half ounce in addition to the regular postage, must be prepaid on all letters forwarded by the SUPPLEMENTARY MALLS, and letters deposited in the drops marked. "Letters for Foreign Countries," after the CLOS-ING OF THE REGULAR MAIL, for despatch by a particular vessel, will not be forwarded

by a particular vessel, will not be forwarded unless such additional postage is fully grepaid thereon by stamps. Supplementary Trans-Atlantic Malis are opened on the plers of the AMERICAN. ENGLISH and FRENCH steamers, whenever the sailings occur at 9.00 A. M. or later; and late mail may be deposited in the mail boxes on the plers of the German Lines sailing from Hoboken. Supplementary Mail for Turks Island and Dominican Republic is also opened on the Clyde Line Pier. The malis on the plers open one hour and a half before sailing time, and close ten minutes before sailing time, only regular postage (detters 5 cents a half ounce) is required on articles mailed on plers of the American, Watte Star and German (Sea Post) steamers; double postage (letters 10 cents a half ounce) on other lines.

ines.

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC.

Mails (except Jamaica and Bahamas) are forwarded daily to ports of sailing. The CONNECTING mails close at the General Post Office, New York.
as follows:
CUBA, via Port Tampa, at \$4:30 A. M. Monday.
Wednesday and Saturday. (Also from New
York, Thursday and Saturday-see above.)

MEXICO CITY, overland, at 1:30 P. M. and 10:30
P. M. daily, except Sunday; Sunday at 1:00
P. M. and 10:30 P. M.
NEWFOUNDLAND (except Parcels-Post Malls).
via North Sydney at 7 P. M. Monday, Wednesday and Saturday (also occasionally from New
York and Philadelphia-see above).

MIQUELON, via Boston and North Sydney, at 6:30
P. M. every other Sunday June 4 and 18, &c.)
JAMAICA, via Boston, at 7:00 P. M. Tuesday and
Friday. (Also from New York on Saturday
—see above.)

-see above.)
COSTA RICA, via New Orleans, at \$10.30 P. M BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA, via New Oricans, at \$10:80 P. M. Monday. (West Coast of Honduras is despatched from New York via Panama—see

despatched from New 1012 via via above.)

NICARAGUA (East Coast), via New Oricans, at \$10:30 P. M. Wednesday. (West Coast of Nicaragua is despatched from New York via Panama—see above.)

PANAMA and CANAL ZONE, via New Oricans, at \$10:30 P. M., Sunday (after 10:30 P. M., Sunday and until sailing of New York steamer, mail for Panama and Canal Zone is held for the New York steamer—see above).

\$REGISTERED MAIL for overland despective closes at 6:00 P. M. previous day.

TRANSPACIFIC MAILS, FORWARDED OVER-LAND DAILY.

The schedule of closing of Transpacific Mails is arranged on the presumption of their uninterrupted overland transit to port of sailing. The final connecting mails (except Registered Transpacific Mails despatched via Vancouver, Victoria, Tacoma or Seattle, which close 8 P. M. previous day) close at the General Post Office, New York, as follows: HAWAII, JAPAN, KOREA, CHINA and PHILIP PINE ISLANDS, via San Francisco, close at P. M., June 12 for despatch per steamship China.

PINE ISLANDS, via San Francisco, close at 6 P. M., June 12 for despatch per steamship China.

HAWAII, via San Francisco, close at 6 P. M. June 12 for despatch per steamship Alameds.

HAWAII, via San Francisco, close at 6 P. M. June 12 for despatch per steamship Nebraskan.

FIJI ISLANDS, AUSTRALIA (except West)) and NEW CALEDONIA, via Vancouver and Victoria B. C., close at 6 P. M. June 17 for despatch per steamship Aorangi.

JAPAN, KOREA, CHINA and PHILLI PPINE ISLANDS, via Seattle, close at 6 P. M. June 17 for despatch per steamship Tremont.

NEW ZEALAND, AUSTRALIA (except West) NEW CALEDONIA, NUSTRALIA (except West) NEW CALEDONIA, SAMOA, HAWAII and FIJI ISLANDS, via San Francisco, close at 6 P. M. June 26 for despatch per steamship Ventura. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 5,30 A. M., 930 A. M., and 6 P. M.: Sundays at 4,30 A. M., 94. M. and 6 P. M.—will be made up and forwarded until the arrival of the Cunard steamer).

PHILIPPINE ISLANDS and GUAM, via San Francisco, close at 6 P. M. June 26 for despatch per U. S. Transport.

HAWAII, JAPAN ROREA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close at 6 P. M. June 26 for despatch per steamship Doric TAHITI, and MARQUESAS ISLANDS, via San Francisco, close at 6 P. M. June 26 for despatch per steamship Doric TAHITI, and MARQUESAS ISLANDS, via Vancouver and Victoria, R. C., close at 6 P. M. June 27 for despatch per steamship Empress of China. ANCHURIA (except Mukden, Newchwang and Port Arthurland EASTERN SIBERIA is at present forwarded via Europe; New Zealand via San Francisco, and certain places in the Chinese Province of Yunnan, via Entilsh Indiathe quickest routes. Philippines specially addressed "via Europe "must be fully prepaid at the foreign rates. Hawaii is forwarded via San Francisco, end certain places in the Chinese Province of Yunnan, via Entilsh Indiathe Quickest routes. Philippines specially addressed "via Europe "must be fully prepaid at

NO EXTRA CHARGE FOR IT. Advertisements for The Sun and Evening Sun be left at any American District Messenger Office in the city.